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PART I.

IMPORTANT GOVERNMENT ORDERS.

CHIEF SECRETARIAT

The Administration Report for Railways for 1922-23.

READ—

Administration Report of Railways in Mysore for the year 1922-23, received from the Agent, Mysore Railways, with his letter No. 226, dated the 10th November 1923.

ORDER No. G. 10751-4—G. M. 131-23-3, DATED 15TH JANUARY 1924.

Personnel.—Mr. C. Dove-Wilson was the Agent and Engineer-in-Chief as also Secretary to Government for Railways except from 30th May 1923 when he proceeded on leave for four months. During his absence, Khan Sahib Abdul Aziz Khan, Traffic Manager, acted as Agent and Secretary to Government in addition to his own duties. Mr. R. E. Bury, Loco and Carriage and Wagon Superintendent, having resigned on 11th April 1923, Mr. K. Gopalaiengar, Assistant Loco Superintendent, was in charge of the Department for over two months. During Mr. Dove-Wilson's absence, Mr. K. Srinivasiengar was placed at the head of the Engineering Department. The late Mr. T. Lakshminarasimha Rao went on privilege leave from 11th May 1923 and Mr. A. N. Raghavachar held the charge of the Audit Office.

2. *Open Lines.*—Of the Open Lines, 9·88 miles (Broad Gauge) and 261·6 miles (Meter Gauge) are worked by the Madras and Southern Mahratta Railway Company on behalf of the State. The capital outlay on the lines worked by the Company is Rs. 1,88,50,861. 263·6 miles (Meter Gauge), 102·2 miles (2'-6") and 36·2 miles of Tramway are worked by State Agency, their capital cost amounting to Rs. 2,85,72,372.

3. *Results of working.*—(*a*) *Lines worked by the Madras and Southern Mahratta Railway Company.*—The gross earnings during the year under review were Rs. 44,40,013 being Rs. 4,97,616 more than in the previous year. The working expenses fell from Rs. 28,03,122 to Rs. 28,00,018. The percentage of net return on capital outlay was accordingly 8·7 as against 6·06 in the previous year. Allowing for the share of the net earnings payable to the Company and the interest charges on the capital found by the Company and the State after the year 1907, the net gain to the State for the year was Rs. 8,17,719 as against Rs. 2,62,734 in the previous year.

(*b*) *Lines worked by State Agency.*—The Capital expenditure during the year amounted to Rs. 16,97,243. This heavy outlay was chiefly due to the purchase of additional locomotives and the capital share of renewals of the permanent way between Mysore and Bangalore which is urgent and long overdue. The following are some of the important works that were completed or were in progress:—

(i) Substituting 60 lbs. rails for 41½ lbs. rails for a length of 12 miles from Bangalore on the Bangalore-Mysore-Nanjangud Section.
(ii) Re-modelling of the Loco yard at Mysore and the construction of an Engine Shed.
(iii) Extension of the Saloon Shed at Mysore.
(iv) Addition and alteration to the Exhibition Buildings at Mysore to accommodate the Audit Office.
(v) Construction of a machine shop at Mysore with the necessary sidings.
(vi) Building of additional Staff Quaters at Mysore.
(vii) Strengthening of girders on the Bangalore-Mysore Section to enable the running of the G.—S. Class Engines.
(viii) Improvement of watering arrangements at Bidadi and Maddur and (ix) Construction of a new crossing station at Byaderhalli between Yeliyur and French Rocks.

The gross earnings for the year amounted to Rs. 32,02,564, being an excess of Rs. 1,98,482 over the gross earnings of the previous year and the working expenses Rs. 27,20,291 as against Rs. 26,39,755. The percentage of working expenses to Gross Receipts was 84·94 as against 87·87 in 1921-22. The ratio of working expenses to gross receipts in the Mysore Railways is high as compared with the results obtained on large Railway systems in India and elsewhere, but this is due to the comparatively small mileage of the Mysore Railways making the overhead charges heavy and to the fact that the Mysore Railways consist of detached feeder lines on three different gauges taking valuable additional traffic to the Madras and Southern Mahratta Railway at comparatively little benefit to themselves. The percentage of net earnings to the capital outlay showed a slight increase from 1·36 to 1·66. The need, however, for economising expenditure and for enhancing receipts with a view to the keeping of the proportion of the working expenses at a lower level is very pressing and Government trust that the investigation ordered while reviewing the report for 1921-22 will be carried out expeditiously and suitable proposals submitted. Though there has been some improvements in earnings, if the interest on the capital expenditure is deducted, the working of the lines under State agency shows a loss of Rs. 7,34,528.

The figures for the several lines are given below:—

Section	Mileage	Total capital outlay in thousands	Gross earnings in thousands	Net earnings in thousands	Interest on capital expended in thousands	Net loss in thousands
1. Bangalore-Mysore	86·03	6,719	1,532	243	266	23
2. Mysore-Nanjangud	15·8	660	116	16	26	9
3. Birur-Shimoga	37·92	2,519	483	69	101	31
4. Mysore-Arsikere	102·95	12,405	568	82	561	479
5. Chikjajur-Chitaldrug	20·9	1,192	60	17	64	56
6. Bangalore-Chikballapur	38·63	1,471	156	21	55	33
7. Bowringpet-Chikballapur	63·57	2,550	247	35	94	59
8. Tarikere-Narasimharajapura	26·6	715	45	6	30	24
9. Thadasa-Hebbe	9·6	338	6	1	16	16
Total	402	2,85,72,372	32,02,564	4,82,273	1,16,801	7,34,528

4. *Traffic.*—The number of passengers carried during the year on the State worked lines was 33,09,160 being 5,12,166 less than during the previous year, but the earnings from Passenger traffic amounted to Rs. 18,46,322 as against Rs. 18,05,541. This was due to the raising of fares. The ordinary Third Class are which at the beginning of the year was raised from 3 pies to 4 pies per mile, was, however, reduced in February 1923 to 3½ pies per mile on the metre gauge and 3¼ pies per miles on the 2'-6" gauge. The receipts from Goods Traffic increased from Rs. 9,46,934 to Rs. 11,17,214.

3. *Stores.*—Stores valued at Rs. 48,66,271 were purchased during the year. The value of Stores issued amounted to Rs. 45,92,284, the net value of Stores on hand at the close of the year being Rs. 9,92,525. The heavy charges under receipts and issues are due to the inclusion of the following transactions:—

(i) Purchase of nine locomotives, Rs. 13,82,895.

(ii) Purchase of 120 Timber Ore Trucks for the Bhadravati Iron Works Railways Rs. 6,98,966, and

(iii) Balance of the cost of the Hopper Wagons paid during the year Rs. 4,00,000.

6. *Loco, Carr and Wagon Department.*—There were 29 engine failures during the year as against 33 in the year previous. There was a reduction in coal consumption due to the introduction of more efficient locomotives. Nine engines and six coaching vehicles were placed on the line during 1922-23. Two 'N' class meter gauge engines built in 1877 were condemned as unfit for use and a similar engine built in 1882 was sold to the Bhadravati Iron Works. Good progress was made during the year in installing electric lights in place of gas lights in the coaching vehicles. Six engines, 82 coaching vehicles and 186 goods wagons were repaired in the Railway Workshops during the year.

7. *Account and Audit.*—The Audit Office was completely removed to Mysore in April 1923. Two Accountants were deputed to the Eastern Bengal Railway Offices and one to the Madras and Southern Mahratta Railway Offices for training in Railway Audit and Accounts in May 1923. A number of defects in departmental expenditure and accounts are brought to notice by the Auditor. Very early steps should be taken by the Agent to remedy such defects and to prevent their recurrence.

8. *Accidents to persons and property.*—It is satisfactory that no passenger was killed or injured on account of negligence on the part of the staff or of any other cause. Four persons lost their lives, one by jumping out of a running train and three by being run over while trespassing on the line. Of the ten persons that received injuries, five were Railway servants. 105 heads of cattle met with accident during the year as against 98 in the year previous.

9. *Departmental Reports.*—Separte reports dealing with the Traffic, Loco and Carr and Stores Departments have not been submitted along with the Agent's report.

10. *Conclusion.*—Government, while appreciating the improvements effected during the year in several directions, express the hope that sustained efforts will be made by the officers placed in charge of Departments to show substantial progress in respect of:—

(i) the reduction of working expenses;

(ii) selection, storeage and issue of stores,

(iii) economical management of the Loco and other rolling stock and

(iv) economical handling of traffic.

K. MATTHAN,
Chief Secretary to Government.

REVENUE SECRETARIAT.

Authorising the publication of the Report of the Mysore Co-operative Committee.

READ—

Government Order No. 2858-91—E. C. 125-19-4, dated 13th September 1920, constituting a Committee to review the progress made by the Co-operative movement in the State and to submit suitable recommendations for the consideration of Government.

2. Interpellation made by Mr. N. S. Nanjundiah, Member of the Mysore Legislative Council, in the matter, in the Legislative Council, held in April 1923, and Government reply thereon that the question of publishing the Report of the Committee, constituted as above, will be considered on its receipt.

3. Letter No. 1, dated 14th December 1923, from Mr. R. Ranga Rao, Secretary to the Mysore Co-operative Committee, forwarding the report of the Committee.

ORDER No. L. 5568—C. S. 34-23-1, DATED 16TH JANUARY 1924.

The Government of His Highness the Maharaja of Mysore are pleased to publish for the information of the public the report of the Mysore Co-operative Committee. Printed copies of the Report can be purchased from the Curator, Central Book Depot, Bangalore.

Representations on the proposals contained in the Committee's Report will be received by Government up to the 20th March 1924, after which date, the Government will proceed to a consideration of the Report and the representations received thereon.

K. V. ANANTARAMAN,
Offg. *Secretary to Government,*
Revenue Department.